



Figure 6



STREAM CROSSING
North Fork American River Trail
Placer County, California



Figure 7



ROCK LINED STREAM BED
North Fork American River Trail
Placer County, California

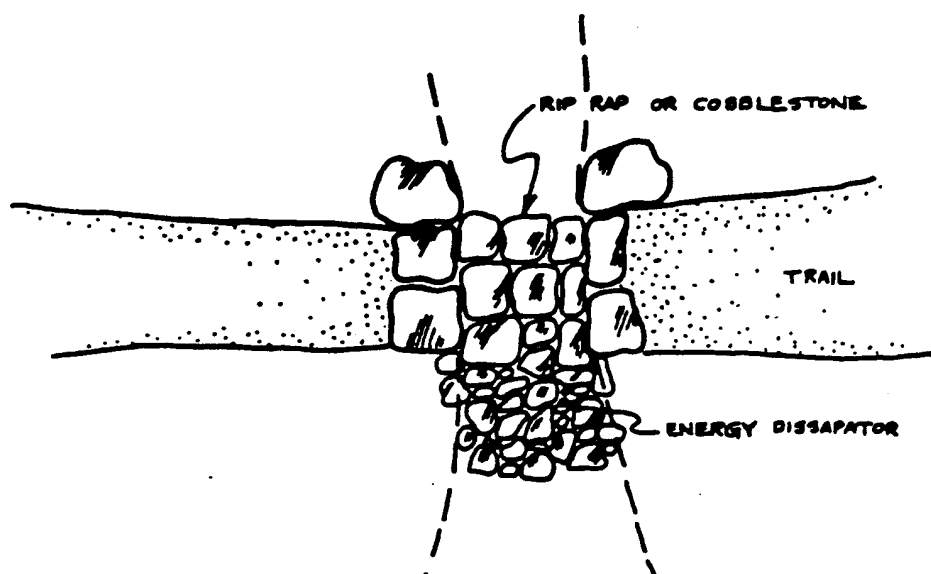
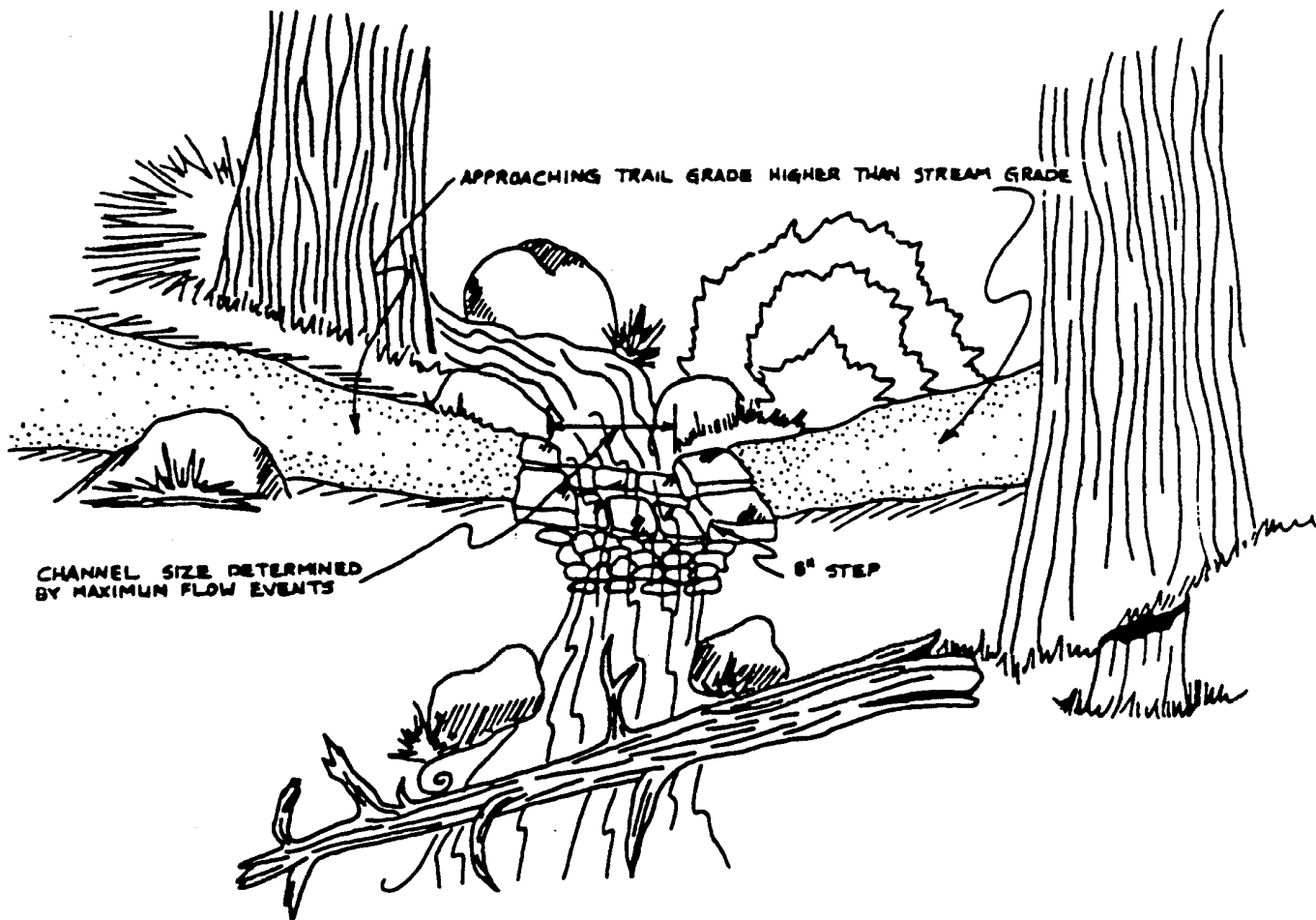


Figure 8



Source: *Trails Handbook*, California
Department of Parks and Recreation

CREEK FORD
North Fork American River Trail
Placer County, California

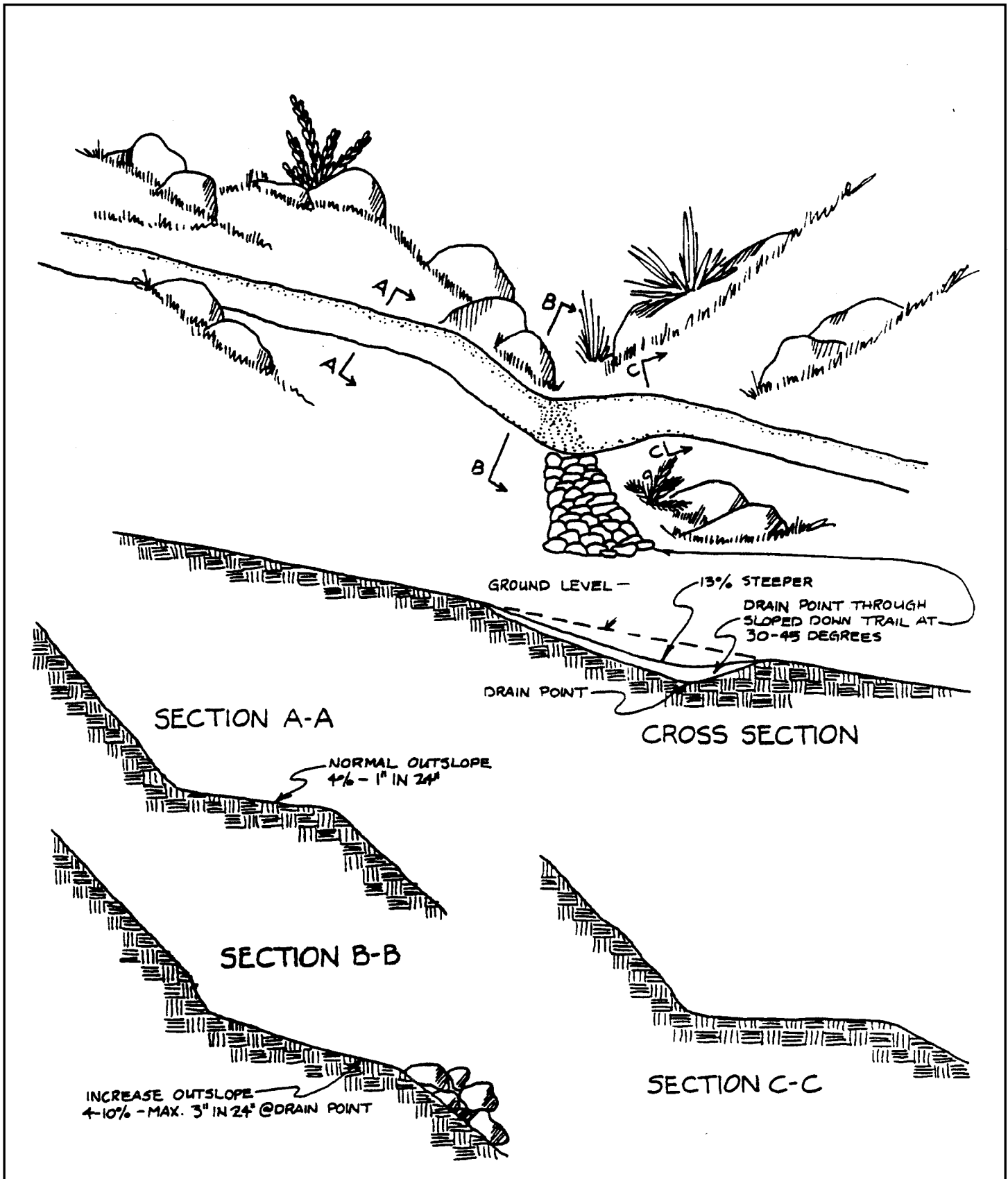


Figure 9



Source: *Trails Handbook*, California
Department of Parks and Recreation

DRAIN DIP
North Fork American River Trail
Placer County, California

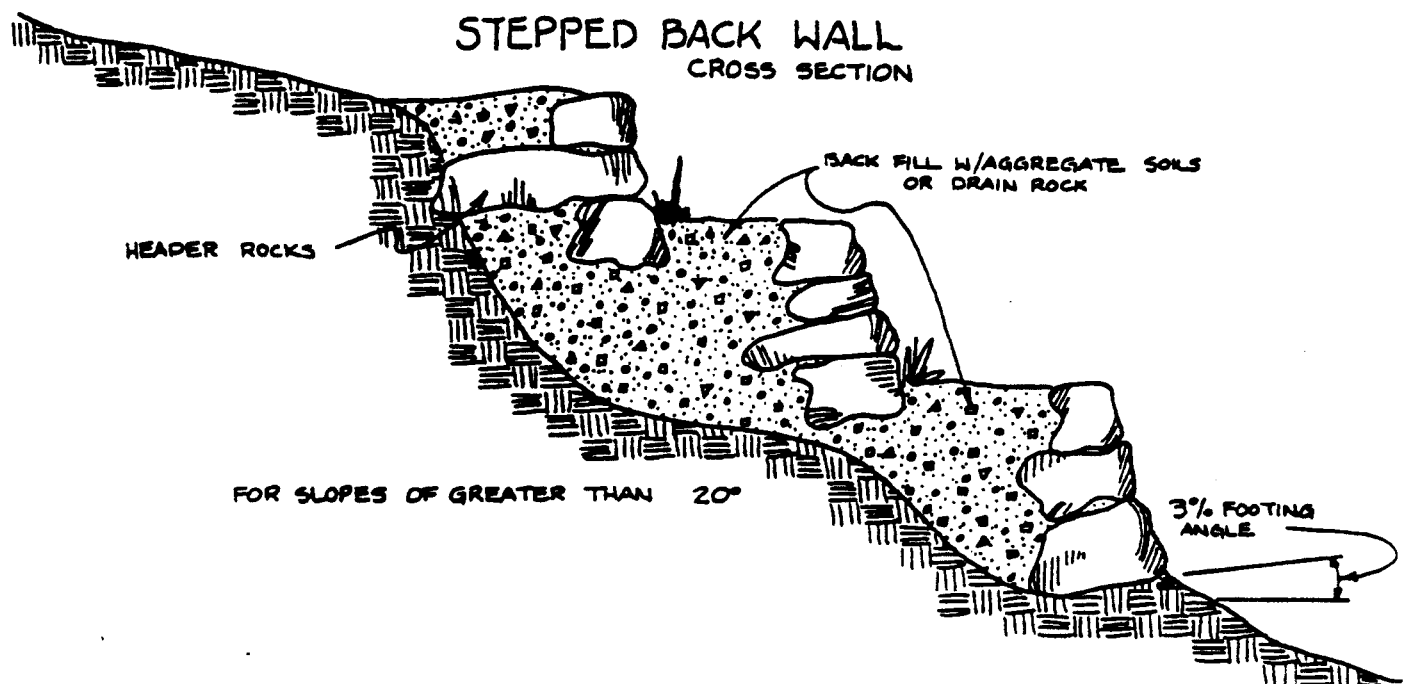
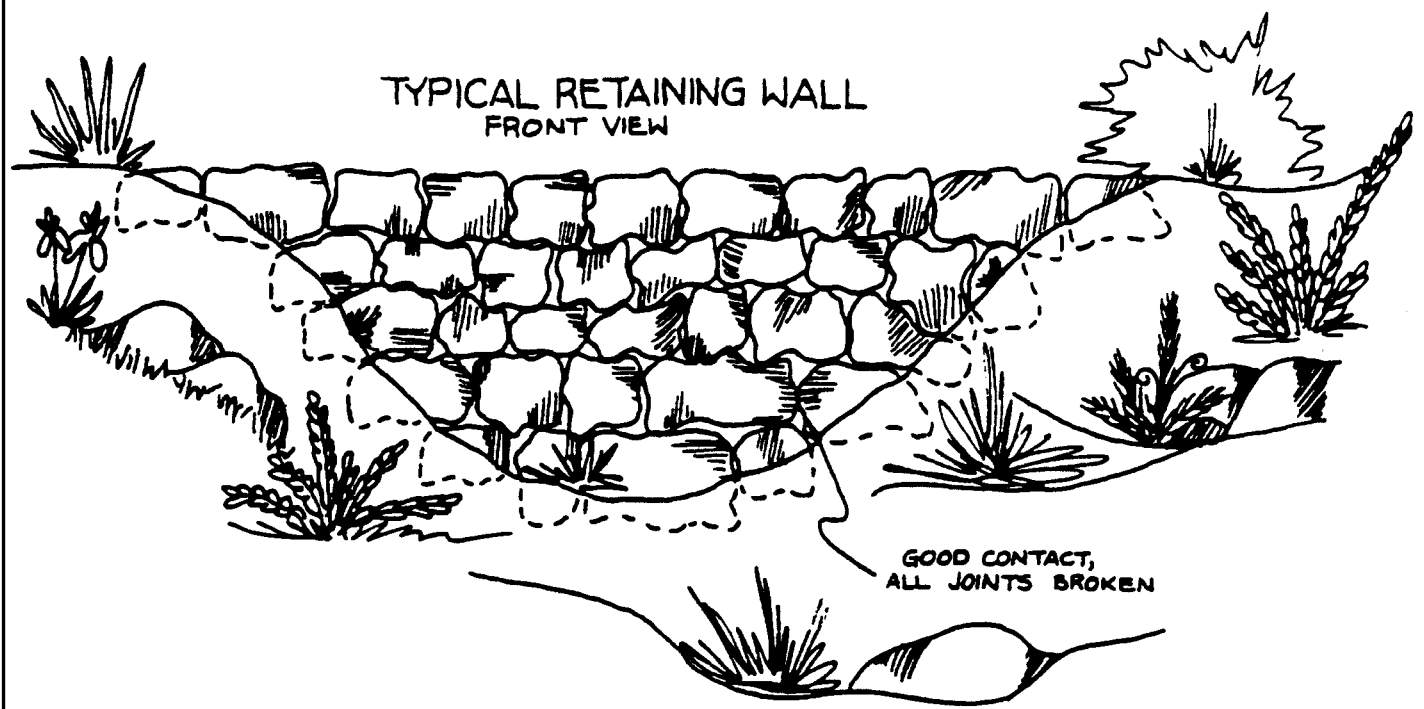
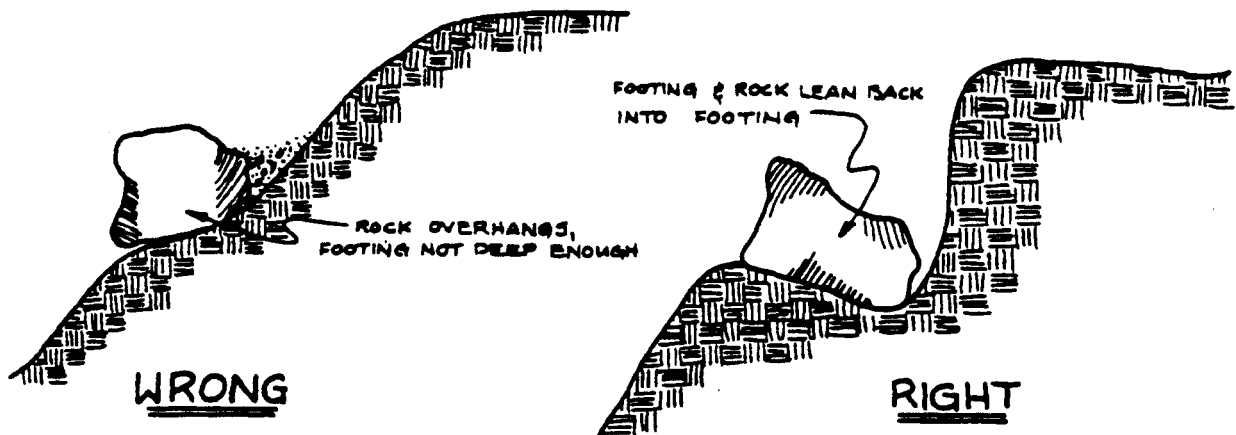


Figure 10



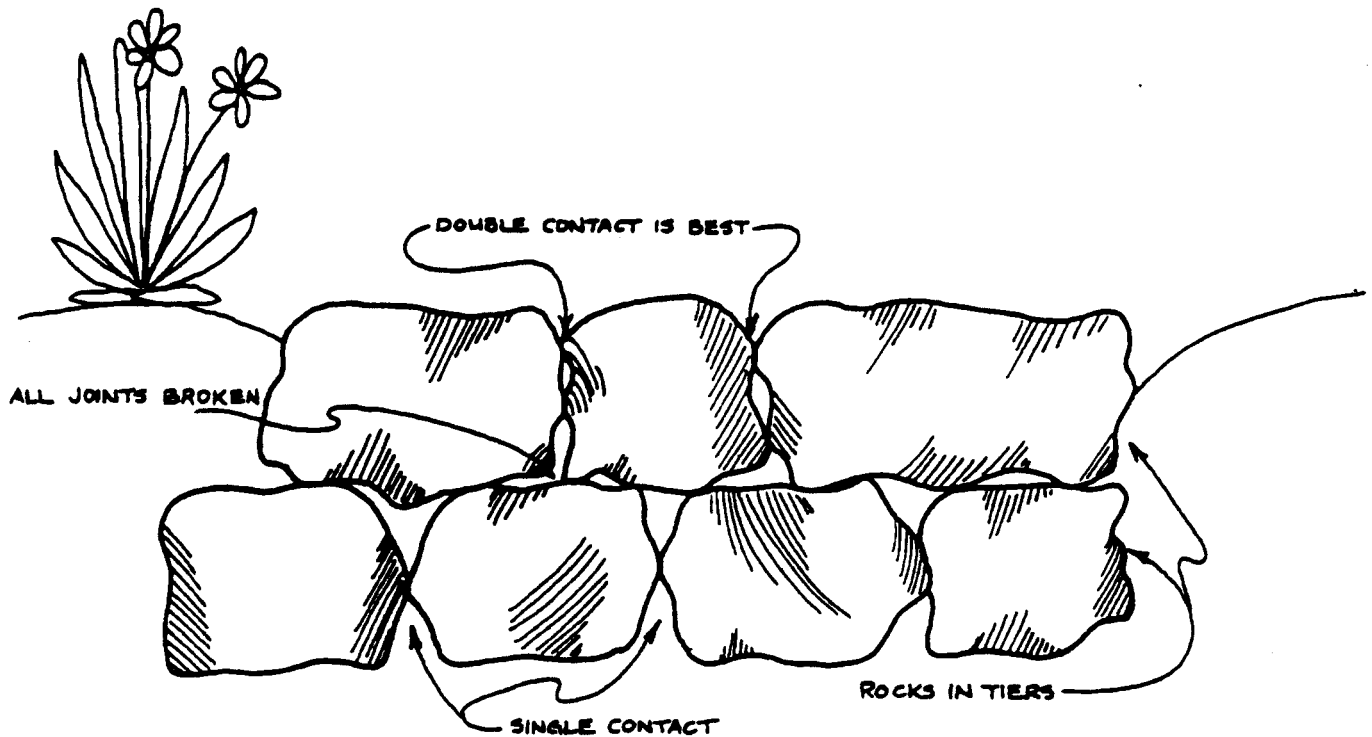
Source: *Trails Handbook*, California
Department of Parks and Recreation

MULTI-TIER ROCK WALL
North Fork American River Trail
Placer County, California



DIG A GOOD, SOLID FOOTING, & LEAN ROCK BACK, INTO THE FOOTING

CROSS SECTION



MAKE GOOD CONTACT & BREAK ALL JOINTS

FRONT VIEW

Figure 11



Source: *Trails Handbook*, California
Department of Parks and Recreation

DRY WALL FUNDAMENTALS
North Fork American River Trail
Placer County, California

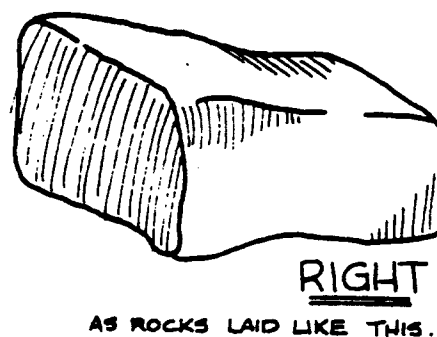
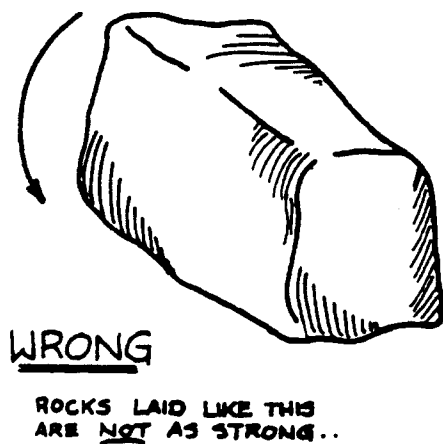
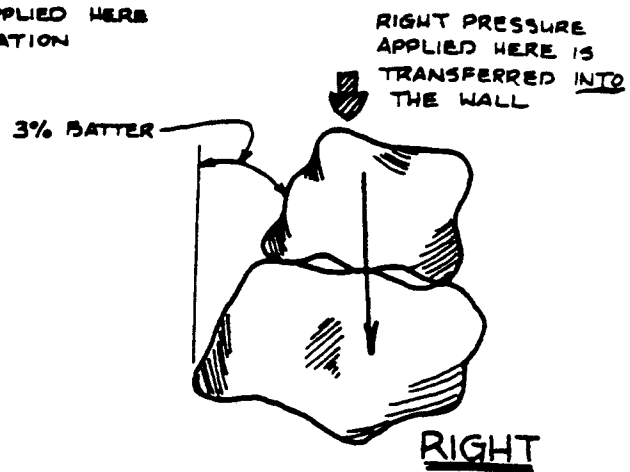
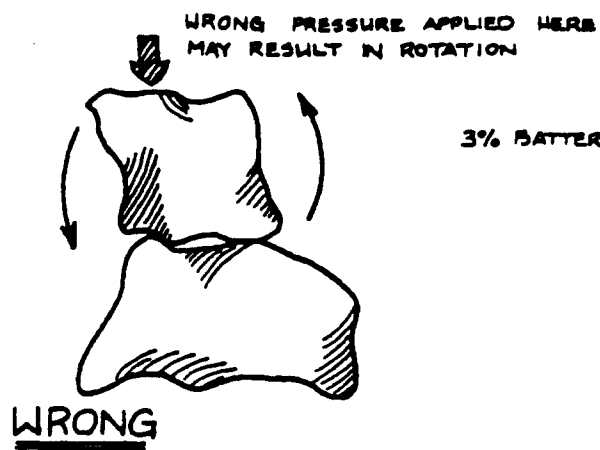


Figure 12



Source: *Trails Handbook*, California
Department of Parks and Recreation

LAYING ROCK
North Fork American River Trail
Placer County, California

Excavation of an adequate sized footing is the key to a long lasting stable wall. The excavation for the foundation width should be 1-1/2 times the wall height. The entire footing should be in undisturbed native soil. At least one third of the wall height should be below the ground line.

Foundation rocks will be laid with no overhang protruding beyond the footing. Each foundation rock will be firmly set with a 3% batter (angle) into the wall.

Rock should be laid at the lowest point of the wall. The rocks should be laid in tiers of roughly equal height. At least one quarter of the outer facing rocks should be header rocks, which span the entire thickness of the wall. Make face-to-face contact on all rock-to-rock placements. Trim the rock, if practical, to achieve adequate contact. Break the joints of the rocks on succeeding tiers similar to bricklaying. The wall face should batter 3% back into the slope. Once the rocks are in position, stuff small rocks in the gaps to strengthen its placement and secure it in position. The top of the wall should reflect the trail bed drainage design and have a minimum of 4 inches of aggregate or soil for the trail tread. (See Figures 10, 11, and 12)

7. Best Management Practices for Erosion and Siltation Prevention

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for Placer County and monitored by a qualified specialist.

8. Supervision/Quality Control

A qualified trail coordinator/ Technical Supervisor will be employed to oversee construction of this trail project. The first task for the trail coordinator will be to tight flag the final trail route after the trail corridor has been brushed. A representative of DPR will approve the final trail alignment. After that task, there will be a period of orientation/training so the hand crew will be able to safely construct the trail using DPR Trail Standards.

9. Interpretive Program

A key component of this trail project is the interpretive program. Self-guided informational signage will be provided to inform park visitors of natural, cultural, and physical features encountered along the trail route. Although trail use alone lends itself to an active recreation experience, this can be enhanced with the education of trail users on the more subtle features of the canyon environment. The following 5 pages provide examples of interpretive opportunities that could be made available along the trail route.

10. Signs, Fences, and Gates

Although the trail experience would be enhanced without an overabundance of informational signs, there is a definite need for basic signage. *Figure 13* provides some examples of trail signs that could be used on the North Fork Trail.

While the trail has been designed to be barrier free, some deterrent to prohibit motorized use on the trail is required. Commonly this issue is addressed by the installation of walk-throughs or stiles at the trail entrance, or intersections with roads. As there is no existing fencing in the

project areas, large rocks can be placed adjacent to the walk-throughs to discourage use by motor vehicles. (See Figure 14)

The only fencing planned on the North Fork Trail Project is the installation of a 6-foot cyclone fence around the perimeter of the Foresthill Bridge Staging Area. This fence was suggested by the equestrian representatives on the Trail Advisory Group to assist in corralling runaway horses and preventing the animals from running into traffic.

11. Staging Areas

Staging areas will be constructed at each end of the trail. Hikers and mountain bikes will use existing parking at the Confluence and at Ponderosa Bridge. On the Confluence end of the trail east of the Foresthill Bridge, the staging area will be constructed on the north side of the Foresthill Road on an abandoned flat area left from bridge construction activities in the 1970's. Fencing, access roads, and road improvements will transform this vacant land into a large staging area suitable for trucks and trailers.

Hitching posts, an accessible restroom (there is no source of water at this location), and an informational kiosk will be installed to provide information on the trail, a trail map, emergency phone numbers, and phone numbers to report incidents of trail conflicts and hazards. A combination of new trail and old construction roads will be rehabilitated to provide access to Segment 5 of the North Fork Trail.

(Refer to Figure 15 for map of trail segments)

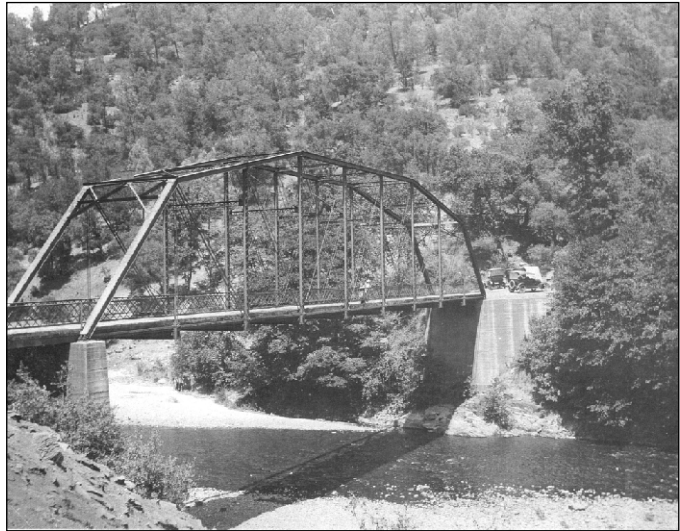
An additional staging area will be constructed on Ponderosa Way, approximately 400 yards east of the bridge on the south side of the canyon. The area will be constructed by cut and fill of a road bank and a ledge below the roadway. Some trees and vegetation will be removed prior to grading. After final grading the staging area will be approximately 150 feet long and 100 feet wide. A surface of $\frac{3}{4}$ " road base will be spread on the surface. An informational kiosk will be installed, that will provide information on the trail, a trail map, emergency phone numbers, and phone numbers to report incidents of trail conflicts and hazards. There is no source of water at this location.

In addition to the two (2) formal staging areas, there are additional areas that can provide equestrian access to the North Fork Trail along the Foresthill Road. One alternative access is a parking area on Lake Clementine Road, near the intersection of Foresthill Road – behind a green farm gate is the Lake Access Trail, an abandoned roadway that leads down to Lake Clementine where the proposed North Fork Trail intersects it. A second access is from the paved parking lot at the entrance to Upper Lake Clementine – a dirt road down to Upper Lake Clementine where the North Fork Trail intersects the road (Note: because of high volume of vehicle traffic during the summer, this access would be used only between November and May when the road is closed to vehicles). Walk-throughs will be installed where the trail intersects the road to restrict unauthorized access to the trail.



The old wooden covered toll bridge was built in 1875 and used until 1911. In the 1870's, tolls ranged from 6¢ for a cow to 50¢ for a horseman and \$1 for a wagon with two horses. Some of the rock abutments from this bridge remain about ½ mile upstream.

The "Steel" bridge carried wagon & vehicle traffic from 1911 to 1955. The concrete abutments of this bridge are still visible just upstream from the current Old Foresthill Road Bridge.



The New Foresthill bridge was completed in 1973. In this April 1972 photo, a crane is setting on one of the middle sections of the bridge. The "Curved" Old Foresthill Road Bridge (in the foreground) was built in 1955 to replace the "Steel" Bridge which was no longer safe for larger vehicles.



Photos courtesy of California State Parks, Ranger M. G. Lynch

INTERPRETIVE PANEL 1
North Fork American River Trail
Placer County, California